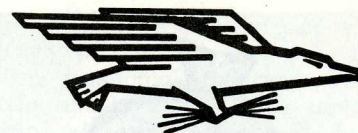


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U.S. Coast Guard
Washington, D.C.
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U.S. Coast Guard



COAST GUARD RESERVIST

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Washington, D.C. U.S. COAST GUARD Vol. XVII, No. 5 March 1970

BENEFITS INCREASED

Recent legislation provided for increases in the amount of benefits payable under the Dependency and Indemnity Compensation Program (DIC). Basically, the DIC payments are available through the Veterans Administration to widows, certain children, and certain parents of deceased servicemen, veterans, or retired members. In order to be eligible, these personnel must have died on or after 1 January 1957 from a disease or injury incurred or aggravated in the line of duty while serving on active duty, active duty for training, or inactive duty for training; or as a result of a disability otherwise compensable under laws administered by the Veterans Administration.

Under the new law, DIC payments are now available to:

1. Unremarried widows. Payments are based on the pay grade of her deceased husband. Some examples of the monthly payments are: E-2—\$172; E-5—\$193; E-7—\$206; W-2—\$219; O-3—\$234; and O-6—\$306. Additionally, if the widow is a patient in a nursing home or requires regular aid and attendance, the monthly payment may be increased by \$50 per month.

2. Children under eighteen. If there is a widow entitled to DIC, an additional payment of \$20 per month is au-

thorized for each child. If there is no eligible widow, certain monthly amounts are paid to eligible children.

3. Children over eighteen. DIC payments of \$80 per month for helpless children may be paid where there is an eligible widow. If there is no eligible widow, helpless children may receive \$109 per month. Children under age 23, attending school (and not receiving War Orphans Assistance) may receive \$41 per month if there is an eligible widow; or the same amounts as are paid to children under eighteen where there is not an eligible widow.

4. Payments to parents. Rates vary according to the number of parents, the amount of their individual or combined income from all other sources, and whether or not they live together (or, if remarried, whether the parent resides with a spouse).

a. For a sole surviving parent alone, unmarried or married but not living with spouse, the rates range from \$10 to \$87. Rates for two parents range from \$10 to \$58 each per month.

b. No amount is payable if the individual total annual other income of one parent, or each of two parents living together, is more than \$2,000, or the combined annual income from other sources of two parents living together, or of a remarried parent living with a spouse, is more than \$3,200.

The information provided herein is not complete. Reservists desiring more complete information should contact either their local Veterans Administration Office, or their District Office.

Additionally, it is suggested that all reservists discuss their general benefits with their spouses, and others as necessary, to inform them of what they might be entitled to. General information of this nature might also be filed with such important personal papers as insurance policies, deeds, etc., however, all specific questions must be answered by the Veterans Administration.



One of the new 31' Port Safety boats undergoing trials. These modern boats will not only serve a strictly training mission, but as evidenced by the bow monitor, can quickly be deployed for actual operations in the event of disaster or mobilization.



Captain Frederick H. RAUMER, USCG

Know Your Leader

Captain RAUMER was born in Bovey, Minnesota on 27 May 1920. After graduating from high school in Eveleth, Minnesota, he continued his education at Eveleth Junior College. On 2 July 1941, he enlisted in the Coast Guard and was ordered to the Recruit Training Command, Port Townsend, Washington. Captain RAUMER was at sea as an E-2 on 7 December 1941, and two months later when his ship returned to port for armament modifications he was ordered to machinist training at Curtis Bay, Maryland.

In the summer of 1942 he was ordered to flight training and graduated from Pensacola in March 1943 as Aviation Pilot. He was commissioned an Ensign in March 1944. For the remainder of World War II and until 1947 he served at several east coast Air Stations on anti-submarine and search and rescue duty. After 1947, and until 1960 he served at various west coast Air Stations and in Alaska. He is a graduate of the Aviation Officer Electronics School, NATTC, Memphis, and served two tours of duty with the International Ice Patrol operating from Argentia, Newfoundland.

In 1960 then LCDR RAUMER was transferred to USCGC ANDROSCOGGIN for afloat refresher training and became her Executive Officer in 1961. In 1962 he was ordered back to aviation duty at Salem Air Station, where he served as Operations Officer and Executive Officer. From 1964-1966 he served as the Search and Rescue Officer for the Seventeenth Coast Guard District, in Juneau, Alaska. In September 1966 Captain RAUMER was ordered to Coast Guard Headquarters as Chief, Reserve Training Division, Office of Reserve.

SUMMER TRAINING CRUISES

The summer training cruises planned for 1970 are as follows:

CGC UNIMAK—The UNIMAK will have a capability of embarking 8 reserve officers and 85 reserve enlisted personnel on each of the cruises indicated. All of the cruises will originate and terminate at Cape May, New Jersey and visit the ports indicated.

Embark	Port of Call	Debarb
29 Mar '70	Kingston, Jamaica	10 Apr '70
19 Apr '70	Savannah, Georgia	1 May '70
9 May '70	San Juan, Puerto Rico	22 May '70
31 May '70	Bermuda	12 Jun '70
21 Jun '70	Halifax, Nova Scotia	3 Jul '70
11 Jul '70	Boston, Massachusetts	24 Jul '70
1 Aug '70	Quebec, Canada	15 Aug '70
22 Aug '70	Bermuda	4 Sep '70

CGC COURIER—The COURIER will spend most of the summer providing operational port security training on the Great Lakes. "Two "long" cruises are scheduled, each capable of accommodating 10 Reserve officers and 61 Reserve enlisted personnel.

Embark	Date	Port of Call	Debarb	Date
Norfolk	12 Jun '70	Montreal or Quebec	Cleveland, Ohio	26 Jun '70
Chicago	4 Sep '70	Montreal or Quebec	Yorktown, Va.	18 Sep '70

CGC TANAGER—The TANAGER will conduct training cruises and in-port INACDUTRA during the summer.

A total of five ACDUTRA cruises are scheduled for West Coast Districts. Two each for the Eleventh and Twelfth Districts and one for the Thirteenth District. Port of call for each cruise will probably not be announced prior to embarking.

YOUR UNIFORM

Almost every enlisted man below CPO is faced with the problem of what to do with his wallet and other articles when wearing whites.

To alleviate this problem, the Chief of Naval Operations has recently approved a new style of white uniform trouser for E-6 and below featuring side and back pockets and a zipper fly to replace the existing conventional trousers. Approximately one year will be required to get the new trousers into the supply system and the present style will remain regulation until stocks are exhausted.

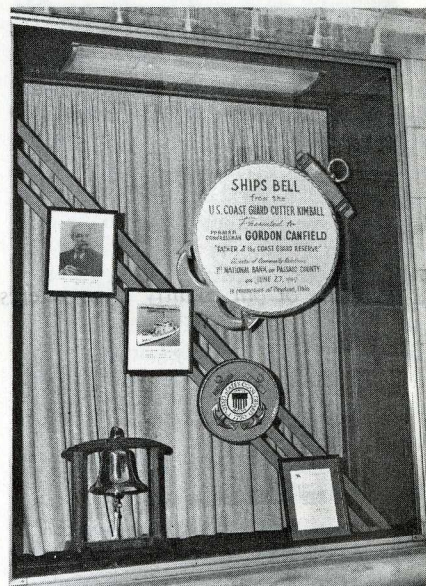
Two other recently approved uniform changes are that reefers may now be worn with the working or service dress blue uniforms, on or off the station, subject to local regulations; and, full dress uniform without sword may be prescribed for appropriate occasions such as functions in churches and for officers on platforms or stands during ship launchings and commissionings.

Changes of Address

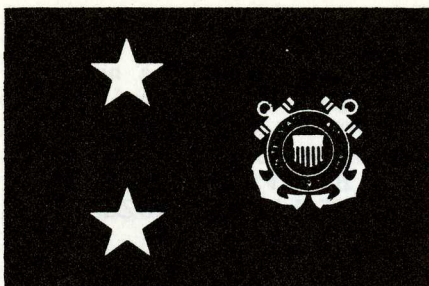
In spite of the varied requirements for reservists to advise the District Offices and/or the ORTU of changes in their address, many changed addresses go unreported.

All reservists are reminded that when you move, report your address change.

If you have moved and not reported the change; please do so promptly. Every month 100 or more RESERVISTS are returned to Headquarters indicating some form of incorrect address.



The display of the bell of the Coast Guard Cutter KIMBALL which was presented to the Honorable Gordon Canfield (RESERVIST, Sept. 69) to commemorate his contributions to the Coast Guard Reserve. The display includes a picture of General Superintendent of the U. S. Life Saving Service Summer I. Kimball and the now-decommissioned USCGC KIMBALL.



THE ADMIRAL'S CORNER

By now ALL HANDS are aware that the Budget Message of the President contained the proposal to phase out our Selected Reserve during Fiscal Year 1971.

Inasmuch as this major change is now under the consideration of the various committees of the Congress under whose cognizance this administration proposal falls, I have no positive information to give you at this time.

I have proposed that a full summer training program be conducted consisting of operational port security training, on-the-job training and school activity. Until specific information is published I urge all personnel to continue to aggressively meet the participation requirements in the best of Coast Guard traditions.

In any event the Coast Guard will continue to have Ready, Standby and a Retired Reserve. Opportunity will be open for the continuing promotion of officer and enlisted personnel, and the earning of retirement points through voluntary participation in correspondence courses, Naval Reserve Officers Schools, Volunteer Training Units and active duty (non-pay) as appropriate.

The membership of the Reserve is to be commended for their dedication to the service of our country, their interest in the program, and their imagination and leadership. The training results continue to improve. During 1969 the number of petty officer appointments for the first time was greater than the number of enlistments by a substantial margin — this without any reduction in our standards.

As changes develop in the Reserve program you will be provided authoritative information at the earliest. I earnestly desire that rumors and "hot dope" be eliminated inasmuch as they cause unnecessary turbulence and rob training programs of purpose and time.

JOHN D. McCUBBIN

LOOK SHARP !

Coast Guard History Corner

This month's History Corner might be called the *Future* Corner instead.

Much of the Coast Guard's future history will be written by the 378' class High Endurance Cutter. This class of ships is the newest type of major cutter constructed by the Coast Guard; and it is among the most advanced classes of U. S. ships. To date, nine of the class are in service, performing ocean station duties, including oceanographic and meteorological services; and providing gun fire support in Southeast Asia. These two widely varied missions are but a token indication of the many functions built into these magnificent ships.

The ships are gracefully streamlined and powered by a combination of 7,000 HP diesel engines for normal cruising, coupled with 3,600 HP gas turbines for high speed operations up to 29 knots. Additionally, these ships are equipped with a rotating bow thruster which has been described as "just like carrying your own tug boat." With it, the bow can be moved from side to side without the propellers, and using the screws properly, the ship can actually be moved sideways. There are few ships where the OOD can figuratively ring "1/3 sideways."

The cutters are capable of carrying and operating two HH-52A or one HH-3F helicopter, thereby greatly increasing its search and rescue capability.

While on ocean station, as well as transitting to and from home port, the ships carry out oceanographic sampling operations, using one of the latest developments in that field, the salinity-temperature-depth (STD) system. This system measures the salinity of the sea water and its temperature, to an accuracy of 0.1 degrees centigrade, as deep as 1500 meters each time a cast is taken. This information, coupled with thousands of other previous samples, is used to study the nature of the ocean current structure, which in turn is related to subjects as varied as weather forecasting, anti-submarine warfare, and commercial fishing.

Modern technology has been incorporated into these ships, providing both for better operation and for habitability for the crew. The ships have a closed circuit television system used primarily during launching and recover operations of helicopters, but the system is also used to transmit damage control conditions from the scene to the DC Central. All of the living spaces, and many of the working spaces are air conditioned.

Each ship has a dial telephone system throughout. The advanced fire control system, soundproof engineroom control booths, and high speed boat launching systems all contribute to the highly efficient operation of these ships.

Habitability for the crew has not been forgotten. In addition to air conditioning mentioned above, all of the berthing compartments are separate rooms, housing two to six men. In port, color TV sets provide recreation. Unlike many older ships, piping, cables, etc. are covered by a fireproof paneling which greatly enhances the internal appearance of these ships. They are a class of which the Coast Guard can be truly proud.

Coast Guard history questions:

1. Which of the following states is divided between three Coast Guard Districts? a. Texas; b. Florida; c. Pennsylvania.
2. Originally built in Germany, the USCGC EAGLE, the Academy's training bark, was originally named: a. Bismark; b. Horst Wessel; c. Berlin.
3. Although presently classified as "high endurance cutters", the 311' class cutters were originally constructed as: a—destroyer escorts; b—gun boats; c—sea plane tenders.

Answers on Page 4.

TRAINING FOR MOBILIZATION

The saying "History repeats itself for those who fail to heed its lesson" is well founded in fact. When small and underdeveloped Ethiopia was invaded by Italy in 1935, Emperor Haile Selassie was without mobilization plans or for that matter a trained force. To meet the invasion he issued the following blunt and desperate mobilization order:

"Everyone will now be mobilized and all boys old enough to carry a spear will be sent to Addis Ababa. Married men will take their wives to carry food and cook. Those without wives will take any woman without a husband. Women with small babies need not go. The blind, those who cannot walk or for any reason cannot carry a spear are exempted. Anyone found at home after receipt of this order will be hanged."

In spite of the "well meant" and extremely devoted stand made by the hastily organized Ethiopian forces, they were quickly defeated by the well equipped, trained and organized Italian force. We should not consider letting history repeat itself.

UCMJ COURSE OFFERED

This year the Uniform Code of Military Justice Course will be offered at two locations: San Diego, California and Norfolk, Virginia. Present and prospective ORTU commanding and executive officers will have the opportunity to study both the theory as well as practical application of the UCMJ as it applies to today's Coast Guard Reserve. Receiving special emphasis will be the changes introduced by the Military Justice Act of 1968. The course outline will be augmented by field trips to a court martial and a Navy brig. The Navy Law Centers at each location will provide a source for special lectures from Navy and Coast Guard law specialists.

Students will receive a reading assignment to be completed in advance of the course and they will also be encouraged to purchase their own copy of The Manual for Courts-Martial, 1969 as part of their professional library.



ORTUAM 12-89812 was the winner of the 1969 District Commander's Award in the "others" category, one of 37 such awards nationally.

Justifiably proud of their accomplishments, the personnel of the unit reflect excellent utilization of civilian skills for Reserve purposes. Most of the members hold management positions in computer and data processing firms; and through their combined skills, the manual processing of mobilization programs has been replaced with automated techniques.

The unit also boasts three SPARs—a LCDR, a YNC, and a BM1 (that's right!). BM1 Barbara Sutton is the service's only SPAR BM. She attained her rate during World War II.

Changing Your Beneficiary

All personnel are reminded that any one of several changes in their personal lives may require a change in beneficiary of their insurance policies. This applies to commercial insurance policies as well as to government insurance policies.

Marriage, divorce, birth, and death can and often do result in a person whom the benefactor no longer "wishes" to receive insurance benefits, receiving benefits "intended" for someone else. Divorced wives have frequently received proceeds from an insurance policy while the new wife is completely excluded; merely by failure to change the beneficiary designation on a policy.

When changes in your personal status occur, it will be well worth a few minutes of your time to double check your beneficiary designations.

SAFETY—IN AND OUT OF UNIFORM

Almost every reservist going aboard a regular unit for ACDUTRA hears a seemingly endless array of warnings: don't go here, don't stand under this, etc. Fortunately, most people obey these warnings and have a safe period of training. But what about when there is no one to warn you? Safety should be everybody's concern, all the time. The most important contributor to overall safety is the individual who *thinks* about what he is going to do *before* he does it.

Statistics on accidents among inactive reservists are scarce, however in the regular service, the greatest killer of off-duty personnel is automobile accidents—50%. (Surprisingly, the second is drowning.) Among these, almost half happen after midnight; in a single car going out of control; where the driver was not wearing a seat belt. In many cases, alcohol has had some connection with the overall situation. The awesome fact of automobile "un-safety" is that more Americans have died this century in automobile accidents than were killed in war—1,700,000 vs 1,135,000. The vast majority of these deaths, and many more millions of injuries, were the direct result of someone's thoughtlessness, recklessness, or carelessness!

When safety is made a *part* of everyone's activities, instead of a separate activity as some people treat it, the end result is that people in general are better off. Recently a man at a Coast Guard station was so anxious to go on liberty that he ran down the stairs, tripped and fell through a glass door; cutting his arm so severely that he was off duty for 15 days. Wouldn't he have been better off if he had taken maybe 10 seconds for safety? An ancient Greek writer said "a collision at sea can ruin your whole day." Any accident can ruin your whole day—many accidents prevent the victim from ever having another day!

RESERVISTS DECORATED

The authorization of a number of awards given to Coast Guard Reservists on active duty was announced recently.

BRONZE STAR MEDAL with COMBAT "V"

LTJG John P. CAROZZA 42960, USCGR

COAST GUARD COMMENDATION MEDAL

CAPT Van Dyck HUBBARD 35732, USCGR (Retired 10-31-69)

LT Merrill R. MENLOVE 51363, USCGR

NAVY COMMENDATION MEDAL with COMBAT "V"

LTJG Peter F. MAJOR 43001, USCGR

LTJG Gil F. VERRILLO 42826, USCGR

LTJG Joseph A. TELEP 42905, USCGR

LTJG Roger D. COWART 42994, USCGR

COAST GUARD ACHIEVEMENT MEDAL

CDR Fletcher R. COCHRAN 38213, USCGR (inactive duty)

LTJG Richard F. PRANCL 42726, USCGR

NAVY ACHIEVEMENT MEDAL with COMBAT "V"

LT George H. REESE, III 43198, USCGR

LTJG James B. McMAHON 42998, USCGR

Well done!

Answers to History Questions:

1-c, 2-b, 3-c.

The Coast Guard RESERVIST

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ADMIRAL W. J. SMITH
Commandant, U.S. Coast Guard

RAADM J. D. McCUBBIN
Chief, Office of Reserve

ENS. R. C. BROWN

CWO H. M. KERN
Editors

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"Members of the Coast Guard Reserve are invited to submit articles of interest to the Editor of RESERVIST for possible publication."